

**PLANNING COMMITTEE
MEETING OF SEPTEMBER 12, 2008
MINUTES**

ATTENDANCE

Commissioner Sperring called the Planning Committee meeting to order at 9:02 a.m. Other members in attendance were Commissioners Chu, Haggerty, Halsted, Lempert, Rubin, Worth, and Yeager. Also in attendance was Commissioner Bates, MacKenzie, and Tissier.

TRANSPORTATION PLAN:

Performance Analysis of Selected Projects

Ms. Lisa Klein stated that the Commission asked for analysis of 1) I-580 westbound truck climbing lane (Alameda); 2) US 101 Marin-Sonoma Narrows; 3) US 101 widening for HOV lanes: Old Redwood Highway to Pepper Road (Sonoma); 4) US 101 auxiliary lanes: between San Bruno Avenue and Grand Avenue and between Sierra Point and the San Mateo/San Francisco County line (San Mateo); and 5) US 101 widening: Monterey Highway to State Route 25 (Santa Clara).

She stated that staff had already analyzed each of the projects except the San Mateo US 101 auxiliary lanes as part of the project performance assessment conducted this spring. However, staff was able to replicate the project performance assessment for the San Mateo auxiliary lanes using analysis conducted this summer for the Freeway Performance Initiative corridor studies.

For the Quantitative Assessment – Benefits and Costs Relative to Performance Objectives, she stated that all of the projects have benefit-cost ratios greater than 1, reflecting substantial congestion relief benefits, and three of them rated in the second highest benefit-cost tier. She noted the projects are primarily congestion relief projects and all strongly support that goal in the qualitative assessment. All but one of the projects would slightly increase carbon dioxide emissions and vehicle miles traveled. She noted that the projected increases range from 2,000 to 7,000 tons of carbon dioxide annually and 0.5 to 37 million vehicle miles traveled annually. These represent less than 0.1% of the regional total emissions and VMT in 2035. Ultimately we aim for a balanced investment program, and because each project cannot address every goal, we look at the program as a whole in the CEQA process. The Transportation 2030 investment program as a whole, reduces carbon dioxide emissions by 3% and VMT by 1%. We can probably expect something similar from the T-2035 plan.

Commissioner Sperring called for public comment. Mr. Jeff Hobson, TALC, stated that for the next RTP staff needs to take a critical look at all of the projects – committed/uncommitted – earlier in the process.

Commissioner Mackenzie stated that the Sonoma County Transportation Authority has an adhoc committee, which is preparing their transportation plan for Sonoma County. They have established VMT benchmarks, and welcomed TALC's involvement at this juncture.

CONSENT CALENDAR: a) Minutes of July 11, 2008, b) Regional Airport Planning Committee (RAPC) Memorandum of Understanding (MOU), c) Transportation 2035 Plan: Remaining Schedule of Activities

After receiving a quorum, Commissioner Worth moved approval of the Consent Calendar, Commissioner Chu seconded. Motion passed unanimously.

Lessons Learned from Portland/Implementation of the FOCUS Program

Mr. James Corless and Mr. Ken Kirkey presented a PowerPoint presentation on the Commissioner's Portland, Oregon TOD Tour held in June 2008. The presentation summarized lessons learned from the Portland experience, how they might apply to our focused-growth efforts in the Bay Area, and a set of recommendations for next steps.

Mr. Kirkey summarized several Priority Development Areas under the FOCUS program, including key infrastructure project needs and their costs.

Mr. Corless summarized specific recommendations to re-orient the TLC program to more directly support TOD communities. The recommendations are as follows: 1) rework the TLC program guidelines to allow a broader set of eligible expenditures that are focused on providing the best possible incentives for TOD; 2) work with the CMAs and other partners to consider the broader range of discretionary funding programs in the financially constrained T2035 Plan and how these funds could benefit TOD in general and the PDAs under FOCUS in particular; 3) work with ABAG, the transit agencies, and CMAs to develop a framework for providing comments on local development projects of regional significance; 4) develop an ambitious 2009 state legislative agenda for supporting FOCUS, including the creation of new financing; 5) fund a regional technical assistance program for TOD within the PDAs; and 6) develop a comprehensive joint MTC-ABAG work plan for FY2009 that would incorporate the above tasks.

Commissioner Sperling stated that there needs to be some clear definition as to what PDA supportive infrastructure is and what the costs are; he requested staff to develop additional information for further discussion. Commissioner Halsted stated that there is a lot of inconsistency in infrastructure, and asked if different municipalities have different approaches for pursuing it? Mr. Kirkey stated that municipalities do have different needs, which is one of the challenges staff faces in trying to address those needs. Commissioner Yeager asked if infrastructure needs includes improving streetscapes and working on having more routes to transit from some of the locations that may not be close to it. Mr. Corless stated that infrastructure does include streetscapes, safety, and transit access and amenities. Commissioner Lempert stated that the whole focus in San Mateo County is encouraging high density on El Camino Real where there is least resistance from neighborhoods. Commissioner Chu stated that within the City of Sunnyvale, Santa Clara County reviewed the goals of TOD for El Camino Real as a "Grand Boulevard" and they created four intersections along El Camino, which made additional enhancement to a neighborhood community. The City is focusing on mixed-use on those four intersections. Commissioner Sperling commented on the Portland trip, and noted that walk-ability and transit connectivity need to be looked at very objectively by the committee. He also suggested that staff look at what transit systems we have on the ground that really support TOD. Commissioner Tissier also suggested that staff provide an assessment of how TOD can accommodate changing demographics. Commissioner Worth stated that TOD needs to accommodate diversity and accommodate jobs, housing, BRT, have legislative support, and leverage local with regional funds. Commissioner Lempert stated that one thing she noticed on

the Portland trip was the absence of cars, and stated that one important criterion that is needed is that priority should be given to stations where people can walk to them. Commissioner Yeager also asked if staff needs to focus more on working with city planners in the region to educate them on best practices. Mr. Corless stated that there is a role for some type of regional technical assistance pool where you can deploy consultants quickly. Commissioner Bates stated that staff needs to identify the best places where TOD potential exists, and put incentives in place for local governments to do the right thing in terms of zoning it.

Mr. Corless summarized the Priority Development Areas Overlay Analysis Map. Commissioner Mackenzie requested staff to include in the map Greenbelt Alliance's continued efforts to have urban growth boundaries where they are appropriate. Commissioner Haggerty stated his concern that most TOD funding would go to the urban core. Staff needs to look at mode mix between urban and suburban areas.

Commissioner Sperling called for public comment. Ms. Stephanie Reyes, Greenbelt Alliance, expressed support of Recommendation #2, which is to consider using other discretionary sources of funding that we already have for the PDAs. Mr. Jeff Hobson requested staff to look at discretionary and local streets and roads funding to support PDAs.

OTHER BUSINESS/PUBLIC COMMENT

There being no other business, the meeting adjourned at 10:25 a.m. The Committee's next meeting is scheduled for Friday, October 10, 2008 at 9:00 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.